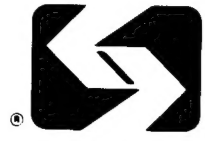

Southeastern Pennsylvania
Transportation Authority

Emergency Evacuation Procedures for Regional Rail Division Employees

SEP-1
1-1-86

12 '85 — 3574-721

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1. INTRODUCTION

The Southeastern Pennsylvania Transportation Authority presents this information pertaining to entry and evacuation procedures to familiarize employees and public service agencies with methods of quickly and efficiently entering and evacuating rail passenger cars in the event of an emergency situation.

Rail passenger cars and locomotives are constructed to withstand extreme stresses under all conditions. Forced entry is not easily accomplished. There are, however, certain locations on every class of locomotive and rail passenger car whereby entry may be obtained quickly by following the procedures contained herein.

As used herein, the term "evacuation" is defined as the discharge of passengers under unusual conditions which threaten the safety or health of passengers. This definition pertains to **Emergency Situations Only** and excludes a transfer of passengers from a particular train at a station under arrangements set up by the Superintendent of Operations (herein referred to as STO) or his designee to minimize delays (ie. transferring passengers from an annulled train to a later train). It is understood that such evacuations must be carried out under controlled conditions subjecting passengers to the least possible degree of inconvenience.

2. PURPOSE

The purpose of this document is to establish procedures for expeditiously handling passenger train evacuations on the Regional Rail Division. It contains specific procedures to insure that pertinent information dealing with actual or potential service disruptions, regardless of cause, are transmitted in the shortest time to all concerned departments and agencies so that appropriate action can immediately be taken. It defines in detail all steps necessary to insure passenger and employee safety during an evacuation. To establish proper internal communications as well as communications between the railroad and the affected passengers, and appropriate local police, fire, and rescue agencies; and finally, to insure the maintenance of detailed records of events, to permit subsequent evaluation of the decision to evacuate under the circumstances and of the handling of the evacuation itself.

3. GENERAL

The decision to evacuate a train must be confirmed by the STO in all instances **unless** there is imminent danger to the safety of passengers or employees.

In any decision to evacuate, the safety of passengers must be the primary concern. Employees on the scene must immediately take charge of the situation to avoid passenger panic.

3.1 CHAIN OF RESPONSIBILITY

On any train, the Conductor is responsible for the train and its passengers until relieved. In the event of the Conductors failure to act, the responsibility shall fall as follows;

a. Engineer
b. Any train crew member
c. RRD Operations Management personnel
d. SEPTA or local police department personnel
e. Any other "qualified" management personnel*
f. Any other "qualified" employee*

*"QUALIFIED" means they had received Emergency Evacuation Training

3.2 PROCEDURES

3.21 NO IMMINENT DANGER TO LIFE

3.211 COMMUNICATIONS

Communications must be established and maintained:

a. By on-train radio, if possible
b. By block phone or telephone
c. By any other available means

3.212 INFORMATION TO BE TRANSMITTED

The maximum amount of accurate and pertinent information must be transmitted to the STO in the quickest possible time to facilitate a prompt decision on evacuation or other alternative measures to relieve the condition.

Therefore, qualified, on site personnel must transmit the following information to the STO as soon as possible.

a. A description of the nature of the problem including train consist and approximate number of passengers.

b. Precise location of the affected train and whether it is in a station, at grade, on an embankment, in a cut, in a tunnel, or on a trestle.

c. The length of time the train has been stopped and an estimate of how much longer it will be before it can be moved, if possible.

d. A description of any adverse conditions jeopardizing the safety or health of passengers including:

1. Fire, fumes, or smoke
2. Lack of ventilation
3. Unruly or uncontrollable passengers
4. Excessive heat or cold
5. Excessive crowding
6. No lights

e. Any other information affecting a decision to evacuate or the evacuation procedure; for example, a sick or handicapped passenger on board.

3.213 DECISION TO EVACUATE

The decision to evacuate passengers from a train will normally be made by the STO. Based on the information received from the designated official on the scene, whenever possible, this decision is to be made by the STO, or his designee. In the event of service discruptions, the decision to evacuate must be based on the threat to passengers safety or health, resulting from the conditions listed in paragraph D.

A decision to evacuate a train based on the duration of the delay must take into consideration any additional delays that will be caused by such an evacuation.

3.214 SUPERINTENDENT OF OPERATIONS RESPONSIBILITY

The STO is responsible for directing and coordinating the personnel, the departments, and the agency involved in handling the evacuation procedures. As soon as possible after being notified of any condition requiring evacuation of passengers, the STO must notify the following:

a. Fire or Rescue; Police (local and SEPTA)
b. Assistant General Superintendent/Operations
c. Rail Equipment Department
d. Control Center

The STO must then designate and dispatch operations supervisory personnel (designated official) to take charge at the scene and direct the evacuation of passengers. This official shall be radio-equipped if possible, and will remain in full charge at the scene to coordinate the activities of all operating and maintenance departments. This official will also act as a contact with outside agencies (if they have been requested to assist in the evacuation).
The STO must then inform the conductor of the affected train of the decision to evacuate, who is enroute to assist in the evacuation, and make record of each event that takes place at the scene, including who responded, what actions were taken, the procedures used, etc.

The STO must also keep an accurate log of each event that takes place including who was notified, who responded, actions taken, etc. This information will be included on the STO Evacuation Report.

The STO will direct the conductor to make the following announcement:

"Ladies and Gentlemen, may I have your attention please. There is no indication that this train will be able to continue on to its scheduled destination in the immediate future, therefore arrangements have been made to evacuate you from the train. We have already deployed personnel and equipment to assit you and we expect to begin the evacuation shortly. Please remain seated until a crew member comes to assist you. The evacuation will begin as soon as the final safety precautions have been completed. Please follow all instructions and directions of those in charge. They have been trained in evacuation procedures. We sincerely regret the inconvenence this may cause you. Thank you."

Note: If alternate means of transportation are immediately available, the passengers must be notified.

3.22 CRITICAL EMERGENCY — IMMINENT DANGER TO LIFE

In the event of a critical emergency creating imminent danger to the lives of pasengers or crew members, the decision to evauate a train shall immediately be made by the most responsible employee on scene. This person shall remain in charge until an official of the Authority arrives on the scene.

3.3 MULTIPLE EVACUATIONS

3.31 GENERAL

When and if a series of related or unrelated evacuations are necessary, the procedure provided in this manual will be followed. Each train will be considered as an individual evacuation to be handled as appropriate. A systematic analysis is presented herein to determine evacuation priorities.

3.32 EVACUATION PRIORITIES

Evacuation priorities must be based on the following guidelines:

a. Critical Emergencies — imminent danger to life including fire, fumes, smoke, injury.
b. Serious Emergencies — conditions which may jeopardize the safety or health of passengers including excessive heat, no ventilation, excessive crowding, unruly or uncontrolled passengers, special medical needs of individuals.
c. Emergencies — under the advisement of the conductor to the STO, any condition including length of delay, number of passengers on the train, length of time without power, location, any other relevant condition.

Note: The STO or his designee such as Chief Road Supervisor or Road Supervisor, may direct crews to evacuate without the agencies if conditions warrant.

4. GENERAL EVACUATIONS

The method of evacuation chosen must be the one offering maximum passenger safety and minimum passenger inconvenience.

Evacuation requiring movement of passengers onto the roadbed must be avoided unless no other means of evacuation is possible.

4.1 PREFERRED METHODS OF EVACUATION

4.11 TRAIN TO PLATFORM

4.111 FULLY PLATFORMED TRAIN

Whenever possible, a train must be directed to move to the nearest station in order to detrain passengers. Evacuation of a fully platformed train consists of discharging the passengers to the platform.

3.112 If the train is only partially platformed at a station the crew must proceed through the cars, opening those doors that are at the platform, making necessary announcements, and assisting passengers who must walk between cars to get to the opened doors.

Note: The appropriate car body doors must be secured or held open to expedite passenger movement.

4.113 Use of a second train as a bridge to platform. If the passengers are to walk from car to car and train to train on the same track to reach a station platform, the crew must advise the passengers of the circumstances and:

a. Inform the passengers as to which direction to walk and hazards they may encounter.

b. Assist passengers who must walk from car to car to reach the platform.

Note: The appropriate car body doors must be secured or held open to expedite passenger movement.

c. Assist passengers while crossing to the second train.

d. Open only those side doors that are on the platform.

e. Instruct passengers how to proceed after reaching the second train.

4.12 TRAIN TO TRAIN

4.121 If a train is between stations and it is impractical or unsafe to move the train to a station platform, the following train to train evacuation will be used.

CAUTION

Before Any Evacuation Is Initiated The Train Air Brakes Must Be Applied By An Emergency Application And Remain So Applied Until The Evacuation Is Completed.

4.122 RESCUE TRAIN ON SAME TRACK

The STO will direct a rescue train to proceed to the train to be evacuated and move up directly ahead of or behind it. When possible, the cars should be coupled and the passengers should be evacuated through the end doors. If it is impossible to couple the cars the passengers must be evacuated to the roadbed and then proceed to the rescue train. **Passengers must not be permitted to pass between cars thats are not coupled.** Crew members must position themselves so that they may provide maximum assistance to the passengers. This procedure may also be accomplished using two rescue trains, one at either end, to speed up the evacuation procedure.

4.2 OTHER METHODS OF EVACUATION

4.21 GENERAL

If impractical or unsafe to evacuate at station platforms or with a rescue train, passengers may be evacuated onto the roadbed.

Note: These methods of evacuation should only be utilized if consistent with passenger safety, with the approval of the STO or his designee.

4.22 TRAIN TO ROADBED

The following procedures apply to all situations in which passengers must be evacuated from a train onto the roadbed.

CAUTION

1. **Before Any Evacuation Is Initiated The Train Brakes Must Me Applied By An Emergency Application and a Sufficient Number of Handbrakes must be applied Until The Evacuation Is Completed.**

2. **Before Any Evacuation Is Initiated That Would Require Passengers Crossing An Active Track, The Trains On That Track Must Be Stopped And The Catenary Power Removed If Catenary Wires Are Down At Or In Close Proximity To The Train.**

NOTE

In the event that these precautions cannot be taken, crew members must provide protection against injury to civilians.

The designated official on the scene must direct personnel in detraining the passengers.

a. The crew must get off the train to select a safe means of exit from the roadbed.

b. The crew must determine the door to be used for evacuation, preferably a door nearest to the closest station or near a convenient point of exit from the roadbed. This door must be opened and secured or held open.

c. When the evacuation has been set, personnel must be stationed at the door to be used for evacuation, preferably one at the door and one at the roadbed.

d. Passengers who must walk from car to car must be informed in which direction to walk.

Note: The appropriate car body doors must be secured or held open to expedite passenger flow.

e. Personnel positioned at the door to be used must assist passengers in detraining safely to the roadbed providing sufficient lighting when necessary.

f. If any handicapped or disabled passengers are among those being evacuated, personnel must direct SEPTA or local police or rescue crews to them so they may be evacuated by using the necessary equipment.

4.23 EVACUATION TO GRADE LEVEL

NOTE

Police and Fire Department Assistance May Be Utilized During Evacuations at Grade Level.

4.231 ALONG ROADBED TO STATION

If the train is in **close proximity** to a station, the crew must obtain permission to walk passengers along the roadbed to the station.

The procedures in 4.22 must be followed to evacuated passengers from the train to the roadbed. As the passengers are evacuated from the train, personnel must direct them to the station.

a. Sufficient light and guidance must be provided to insure safe movement of passengers along the roadbed to the station under the prevailing conditions.

NOTE

Evacuation Must Be Conducted So That Passengers Remain Grouped Until they Arrive at the Station.

b. If any handicapped or disabled passengers are among those being evacuated, personnel must direct SEPTA and/or Local Police or Fire Department personnel to them so they can be helped to the station using stretchers, blankets, etc., as necessary.

4.232 FROM ROADBED TO PUBLIC AREA

If the train is **not in close proximity** to a station, the crew must obtain permission to evacuate directly to a public area.

The procedures in 4.22 must be followed to evacuate passengers from the train, personnel must direct them to a public area.

a. The crew must evacuate and select a safe means of exit from the roadbed.

b. In the event that the area is fenced or other obstructions are encountered, personnel must assist SEPTA Police and/or Outside Agencies in providing safe access to a public area. (Cut an exit opening in fence, clear debris, etc.)

c. Sufficient light and guidance must be provided to insure safe movements of passengers to the nearest public area under the prevailing conditions.

NOTE

Evacuation Must Be Conducted So That Passengers Remain Grouped Until They Arrive In A Public Area.

d. If any handicapped or disabled passengers are among those beling evacuated, personnel must direct SEPTA and/or Local Police or Fire Department personnel to them so they can be helped to a public area using stretchers, blankets, etc., as necessary.

4.3 EVACUATION ON EMBANKMENT

NOTE

Police and Fire Department Assistance MUST Be Utilized During Evacuations on Embankments.

If the train is in close proximity to a station, the crew must obtain permission to walk passengers along the roadbed to the station.

The procedures in 4.231 must be followed. The CAUTION in 4.22 must be rigidly adhered to.

4.4 EVACUATION IN CUTS

NOTE

Police and Fire Department MUST Be Utilized During Evacuations in Cuts.

4.41 ALONG ROADBED TO STATION

If the train is in **close proximity** to a station, the crew must obtain permission to walk passengers along the roadbed to the station.

The procedures in 4.231 must be followed.

The CAUTION in 4.22 must be rigidly adhered to.

4.42 UP CUT WALL TO PUBLIC AREA

If the train is **not in closed proximity** to a station, the crew must obtain permission to evacuate directly to a public area.

The CAUTION in 4.22 must be rigidly adhered to.

As passengers are evacuated from the train, personnel must direct them to a public area.

4.421 Fire or Police Department personnel should be positioned at various intervals on the cut wall to aid ascending passengers.

4.422 In the event that the area is fenced or other obstructions are encountered, personnel must assist SEPTA Police and/or Outside Agencies in providing safe access to a public area (cut exit opening in fence, clear debris, etc.).

4.423 Sufficient light and guidance must be provided to insure safe movement of passengers to the nearest public area under the prevailing conditions.

NOTE

Evacuations Must Be Conducted So That Passengers Remain Grouped Until They Arrive At A Public Area.

4.424 If any handicapped or disabled passengers are among those being evacuated, personnel must direct SEPTA and/or Local Police or Fire Department to them so they can be helped to a public area using stretchers, blankets, etc., as necessary.

4.5 EVACUATION IN TUNNELS

NOTE

Police and Fire Department Assistance MUST Be Utilized During Evacuation In Tunnels, when possible.

4.51 ALONG ROADBED TO STATION

If the train is in **close proximity** to a station, the crew must obtain permission to walk passengers along the roadbed to the station.

The procedures in 4.231 must be followed to evacuate passengers from the train to the roadbed. As the passengers are evacuated from the train, personnel must direct them to the station.

The CAUTION in 4.22 must be rigidly adhered to.

4.511 Sufficient light and guidance must be provided to insure safe movement of passengers along the roadbed to the station under the prevailing conditions.

NOTE

Evacuation Must Be Conducted So That Passengers Remain Grouped Until They Arrive At The Station.

If any handicapped or disabled passengers are among those being evacuated, personnel must direct SEPTA and/or Local Police or Fire Department personnel to them so they can be helped to the station using stretchers, blankets, etc., as necessary.

The CAUTION in 4.22 must be rigidly adhered to.

4.512 ALONG ROADBED TO EXIT

If the train is **not in close proximity** to a station in a tunnel, the crew must obtain permission to walk passengers along the roadbed to the nearest exit listed below.

The procedures in 4.232 must be followed to evacuate passengers from the train to the roadbed. As passengers are evacuated from the train, personnel must direct them to a public area.

4.5121 The crew must select a safe means of exit from the roadbed.

4.5122 In the event that the area is fenced or other obstructions are encountered, personnel must assist SEPTA Police and/or Outside Agencies in providing safe access to a public area. (Cut an exit opening in fence, clear debris, etc.)

4.5123 Sufficient light and guidance must be provided to insure safe movements of passengers to the nearest public

area under the prevailing conditions.

NOTE

Evacuation Must Be Conducted So That Passengers Remain Grouped Until They Arrive In A Public Area.

4.5124 If any handicapped or disabled passengers are among those being evacuated, personnel must direct SEPTA and/or Local Police or Fire Department personnel to them so they can be helped to a public area using stretchers. blankets, etc., as necessary.

4.513 TUNNEL EMERGENCY EXIT LOCATIONS

LOCATIONS OF EMERGENCY EXITS, CENTREX PHONES AND FIRE PHONE LOCATED IN FEET STARTING AT 0′ FROM THE SOUTH PORTAL AT 20th ST. THE EXITS ARE LOCATED NEXT TO THE TRACK UNDER WHICH THE DISTANCE IS LOCATED.

FROM NORTH PORTAL, SOUTH OF BROWN (8650′)

Emergency Exits-(E) Centrex Phones-(C) Fire Phone-(F)

	TRACK NUMBERS			
8650′	4	3	2	1
	8635(C)		8635(C)	
			8590(F)	
	8287(F)			
			7990(F)	
7745(E,F)				
	7685(F)			
			7385(F)	
7272(E,F)				
	7090(F)			
	6835(C)		6835(F)	
	6465(F)		6465(C)	
	6365(C)			
				6348(E,F)
			6198(F)	
	6096(C)			
	5976(F)		5976(C)	
5708(E,F)				
			5614(F)	
	5612(C)			
	5214(F)			
			5009(F)	
	4700(F)			
	3598(F)			
			3415(F)	
	3295(F)			
			3206(E,F)	
	3103(F)			
			2903(F)	
	2773(C)			
			2747(F)	
	2597(F)			
			2522(C)	
2401(E)				
	2397(F)			
North			2160(F)	
South	2006(F)			
0′	4	3	2	1

FROM SOUTH PORTAL AT 20th ST. (0′)

4.6 EVACUATIONS ON TRESTLES

CAUTION

Trestle Evacuations Must Only Be Used As A LAST RESORT. The STO Must Make Every Effort to Move The Train Off The Trestle By Any Means Possible, Or To Evacuate To Another Train Before Any Trestle Evacuation Methods Are Considered.

NOTE

A RAILROAD OFFICAL Accompanied By SEPTA Police, Local Police and Fire Department Personnel MUST Be On The Scene Before Any Trestle Evacation Is Initiated.

4.61 ALONG TRESTLE TO STATION

If the train is **close proximity** to a station, the crew must obtain permission to walk passengers along the trestle to the station.

The procedures in 4.22 must be followed to evacuate passengers from the train to the trestle (roadbed). The procedures in 4.231 must be followed to walk them along the trestle (roadbed) to the station.

The CAUTION in 4.22 must be rigidly adhered to.

Railroad, Police and Fire Department personnel **must** be extensively utilized to assist passengers along the trestle.

4.62 ALONG TRESTLE TO PUBLIC AREA

If the train is **not in close proximity** to a station, the crew must seek permission to walk passengers along the trestle to the nearest accessible public area.

The procedures in 4.22 and 4.231 will be followed to evacuate passengers from the train to the trestle and along the trestle to the nearest accessible public area. The instructions provide procedures to walk passengers to a station, which will be interpreted to mean the end of the trestle.

If the trestle ends **at grade,** on **embankment** or **in a cut,** the procedures in 4.232, or 4.42, respectively will be followed to evacuate the passengers to a public area.

The CAUTION in 4.22 must be rigidly adhered to.
Railroad, Police, and Fire Department personnel **Must** be extensively utilized to assist passengers along the testle.

4.63 TRESTLE TO PUBLIC AREA DIRECTLY BELOW AT GROUND LEVEL.

NOTE

This Is The Least Desibable Method To Be Used Only If There Is No Accessible Public Area Within Walking Distance From The Train Along the Trestle.

Local emergency rescue units (Fire and Police Depts.) will effect this evacuation utilizing equipment available to them.

The CAUTION in 4.22 must be rigidly adhered to.

If passengers must be evacuated from the train to the trestle before the emergency units can start their evacuation the crew must proceed in accordance with 4.22.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

PART II

EQUIPMENT OPERATION
FOR REGIONAL RAIL DIVISION EMPLOYEES

1. DEFINITIONS

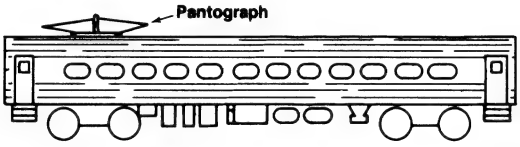
'A' END OF CAR	—	End with pantograph.
ADJACENT	—	Lying close to; adjoining, bordering on.
'B' END OF CAR	—	End with handbrake.
CARBODY DOOR	—	Door providing entrance/exit from to or from the coach section of the car.
CENTER OF CAR	—	The mid-point of the car.
CONTROL DOOR	—	(storm door) End door located at vestibule which when not in use allows passage between cars and folds over the engineers control (except Silverliner III cars)
ENGINEER'S SIDE	—	Designation for the side of the train on which the engineer's controls are located.
FIREMEN'S SIDE	—	Side opposite the engineers side (non-operating side.)
MIXED CONSIST	—	An MU train that is made up of more than one classification of equipment.
M.U.	—	Multiple unit cars.
PANTOGRAPH	—	A device located on top of electrical MU equipment which collects power from the overhead catanery wire by means of a sliding shoe.
PANTOGRAPH POLE	—	A pole provided on all MU cars with pantographs which will permit manual lowering or raising of the pantograph.
TRAINLINED	—	Interconnected so as to permit operation of all similiar devices in a train from one control location.
TRAP DOOR	—	Hinged movable section of vestibule floor at base of vestibule doors.
VESTIBULE	—	Entrance hallway leading to interior of car.
VESTIBULE DOOR	—	Side entrance/exit doors providing access to or from vestibule.

2. SEPTA RRD EQUIPMENT DISTINGUISHING CHARACTERISTICS

This section is intended to educate those unfamiliar with equipment on the basic differences and identification of each type. It is not intended to be a detailed description.

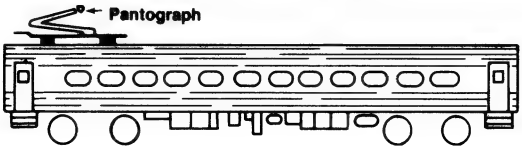
A. **Silverliners I — "Pioneers"** — 5 cars, Numbers 244-248 Distinguishing Characteristics: Stainless steel cars with double-arm, diamond-shaped pantographs. All single unit cars.

SILVERLINERS I — PIONEER CARS



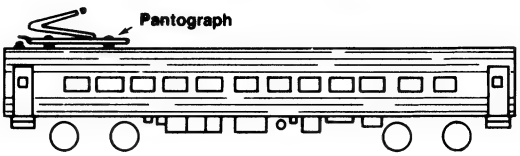
B. **Silverliners II — "Budds"** — 54 cars, Number 201-219, 251-269, 9001-9017. Distinguishing Characteristics: Stainless steel car with single-arm pantogragh. All single unit cars.

SILVERLINERS II — BUDD CARS



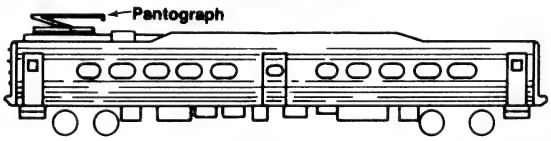
C. **Silverliners III — "St. Louis"** — 20 cars, Numbers 220-239. Distinguishing Characteristics: Stainless steel car with single arm pantograph. Rectangular windows with engineer's controls on the left side. All single unit cars.

SILVERLINERS III — ST. LOUIS CARS



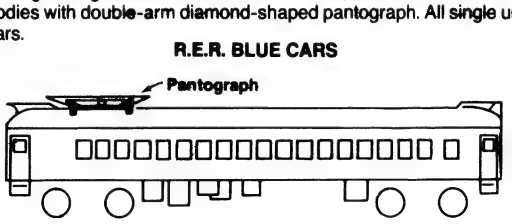
D. **Silverliners IV — "G.E.'s"** — 231 cars. Numbers 101-188, 270-399, 9018-9031. Distinguishing Characteristics: Single-arm pantograph. Large roof top hump. Single or married pair. Married pair have one pantograph per pair.

SILVERLINERS IV



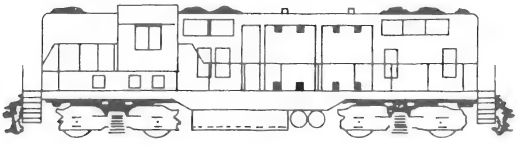
E. **R.E.R. Blue Cars — "Blues"** — 30 cars, Numbers 9101-9138. Distinguishing Characteristics: Blue or red, white and blue steel bodies with double-arm diamond-shaped pantograph. All single unit cars.

R.E.R. BLUE CARS



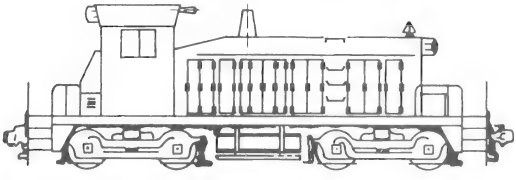
E. GP—9 Diesel Electric Locomotive — 2 units, Numbers 7019 and 7028. Distinguishing Characteristics: Metal engine bodies. Grey or Blue in color. 1750 HP.

GP—9 DIESEL LOCOMOTIVE



G. SW—7 Diesel Electric Locomotive — 1 unit. Distinguishing Characteristics: Metal engine body. Grey in color. 1200 HP.

SW—7 DIESEL LOCOMOTIVE



3. EQUIPMENT ENTRANCE/EXIT

3.1 SILVERLINER I

3.11 VESTIBULE DOORS

Vestibule doors on these cars are manually operated. To open a vestibule door from the inside of the car:

1. Ascertain that the engineer's seat is folded in the concealed position so that is is flush with the wall (if you are on the engineer's side.) See Illustration 3.11

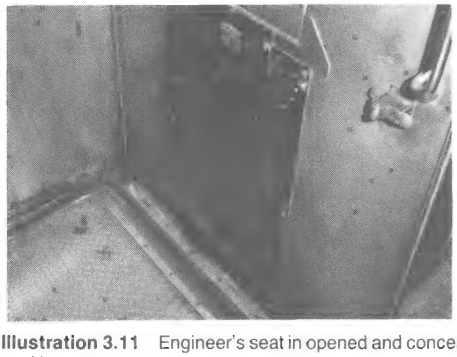


Illustration 3.11 Engineer's seat in opened and concealed positions.

2. Grasp the flip-over handle (located halfway down the door frame) and move it upward so it is clear of the door. See Illustration 3.12

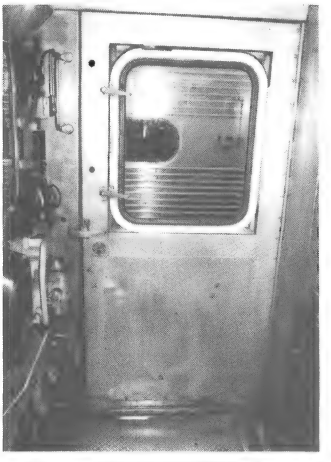


Illustration 3.12 Flip-over handle on inside of vestibule door.

3. Pull inward towards the center of the car on the small "T" handle mounted on the door until the door latches. (Latch is located at the top of the door.) See Illustration 3.13

Illustration 3.13 Vestibule door fully opened and latched.

To Open Vestibule Door From the Outside of the car:

1. If possible, ascertain that the engineer's seat is folded in the concealed position so that it is flush with the wall (if you are on the engineer's side.) (See Illustration 3.11 on Page 12)

NOTE: If the engineer's seats is down, you must to to another door where the seat is not down.

2. Grasp the flip-over handle (located halfway down the door frame) and move it upward so it is clear of the door. See Illustration 3.14

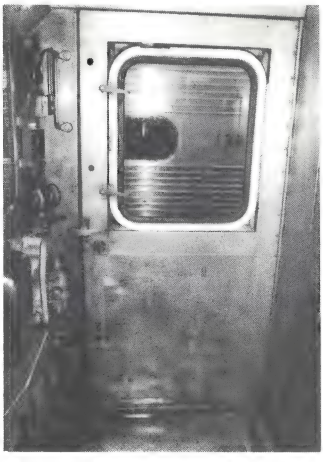


Illustration 3.14 Inside view of closed vestibule door.

3. Grasp the door handle (located on the door, adjacent to the flip-over handle) and move the door inwards toward the center of the car until it latches.

3.12 TRAP DOORS

Trap doors on the cars are also manually operated. After you have opened the vestibule door, you will see the steel trap door at your feet in front of you. If exit is to be made onto a surface even with the car floor (such as a high platform) the trap may be left lowered. If stepping down to a level below the carbody is necessary, the trap must be raised.

The trap may be raised by:

1 Depressing the vertical release pin located approximately 1½ feet from the side of the car. This will release the trap, and it will spring upwards, latching on the opened vestibule door. Keep hands and fingers clear after depressing the release pin! See Illustration 3.121

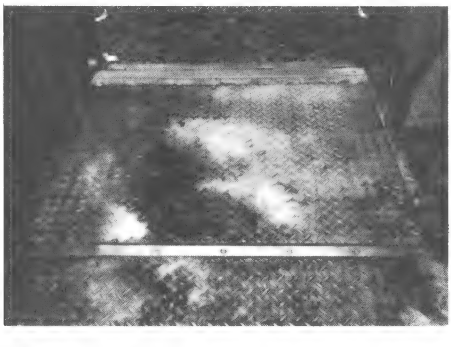


Illustration 3.121 Procedure for raising trap.

(Continue on page 15)

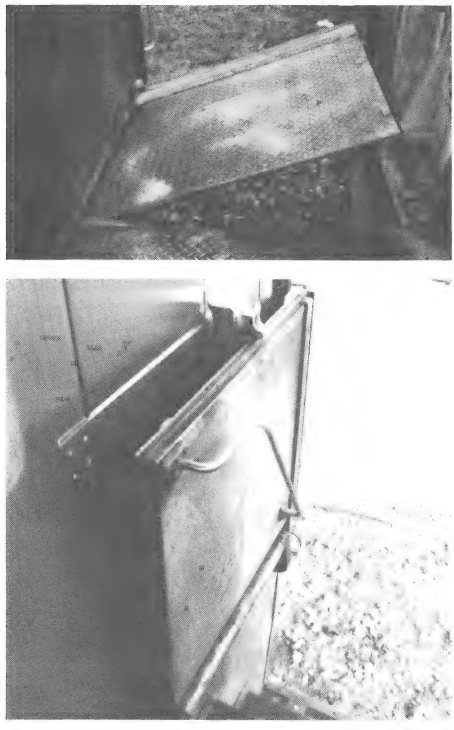


Illustration 3.121 Procedure for raising trap.

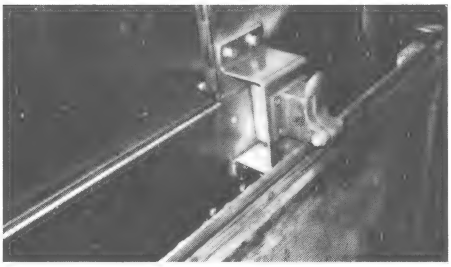
NOTE 1: It is possible that the control door may be in the open position so that it is covering the engineer's controls. If this is the case, there is a foot latch located in the center of the control door. Depressing this latch will release the trap in the same manner as described above. See Illustration 3.122

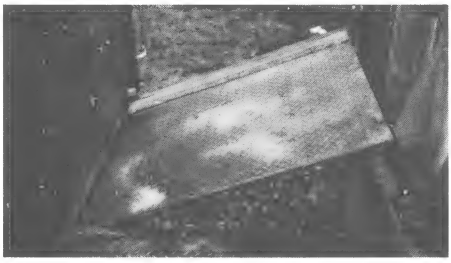
Illustration 3.122 Foot latch located in the center of the control door

NOTE 2: The vestibule door must first be opened in order to raise the trap door.

The trap may be lowered by:

1. Pulling outward on the latch located on the side vestibule door at what is the "top" of the trap door. See Illustration 3.123





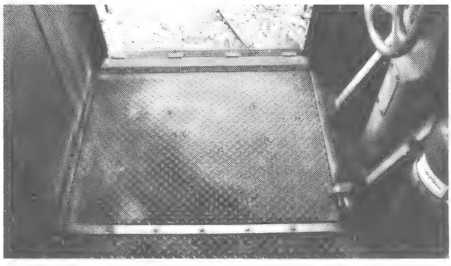


Illustration 3.123 Procedures for lowering trap.

NOTE: Before releasing latch, ensure that your feet are clear of the stepwall.

2. While pulling outward on this latch with one hand, pull the trap down with the grab iron bolted onto the trap with your hand.
3. Remove your hand from the grab iron, and push down on the trap.
4. Continue to push the trap downward until it latches at the vestibule floor.

NOTE: Because the trap is spring-loaded, it will offer resistance when being lowered. Remember to keep a firm hold on the trap.

3.13 CONTROL DOORS

In the event that passengers from a disabled train must be evacuated to another train ahead of or behind the disabled train, it will be necessary to operate the control doors. Control doors on the cars are manually operated.

To Operate the Control Door

1. Ascertain that the engineer's seat is folded into the concealed position so it is flush with the wall. (See Illustration 3.11 on page 12)
2. Make sure that the trap door is in the down position. (See Illustration 3.123 on page 16)
3. Face the door and unlatch the two flip-over latches found on the lefthand side of the door frame. See Illustration 3.131

Illustration 3.131 Control door flip-over latches

3. Pull the door open with the handle (mounted on the lefthand side of the door) and swing the door around to your right until it covers the engineer's controls and latches shut. See Illustration 3.132

Illustration 3.132 Opened control door.

3.14 CARBODY DOORS

Carbody doors on these car are manually operated. To open the door:

1. Turn down on the door knob or lever and pull/push the door inward toward the center of the car until it latches. (These doors automatically shut when the engineer applies power.) See Illustrations 3.141 and 3.142 respectively

Illustration 3.141 Closed carbody door

Illustration 3.142 Opened carbody door.

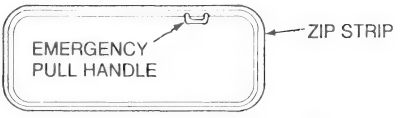
2. If for some reason the door will not stay latched open when the train is stopped, the door may be wedged open by inserting a ballast stone or a railroad track spike between the bottom of the door and the floor. See Illustration 3.143

Illustration 3.143 Carbody door opened by using ballast stone or a railroad spike.

3.15 EMERGENCY EXIT WINDOW OPERATION

In the event of an emergency where evacuation of the car is necessary, but a door exit is not feasible, it may be necessary to exit via the emergency windows. (sse Illustration 3.151). On these cars, there are four emergency exit windows per car. Two of these windows are located at each end of the car on opposite sides of the car, and the other two are also located an opposite sides at the center of the car. See Illustration 3.152

CAUTION — When exiting from train through the Emergency Exit Windows at other than a high platform, be aware that there may be a 6 to 8 foot drop to the roadbed.



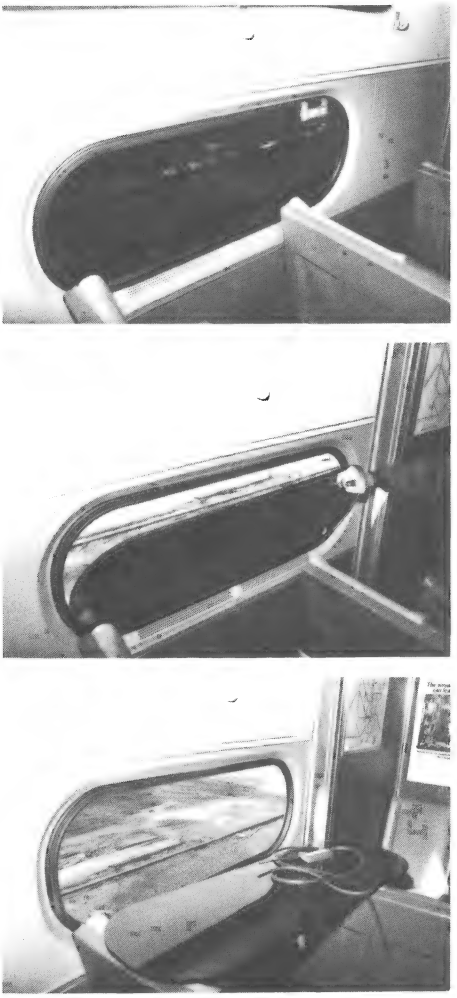
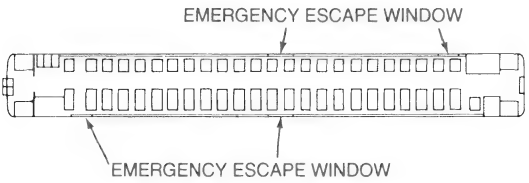
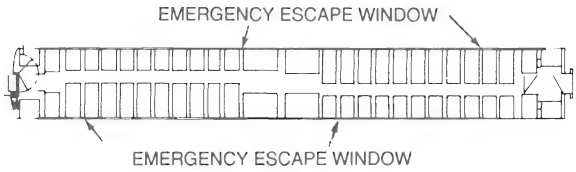


Illustration 3.151 Procedures for exiting train by use of emergency escape windows.



SILVERLINERS I, II, III



SILVERLINERS IV

Illustration 3.152 Locations of emergency windows on Silverliners I, II, III, IV

To remove the emergency window:

1 Pull the red handle on the rubber filler strip out and remove the entire filler strip from around the window. (See Illustration 3.151a)

2. Pull the second handle, bolted to the window, and pull the window out of the rubber glazing strip. (See Illustration 3.151b)

3. Turn and push the window through the opening. The car may be exited through the opening. (See Illustration 3.151c)

3.16 EMERGENCY ENTRANCE INTO THE CAR

1. Remove the pantograph pole from its carrier mounted on the side of the car

2. Using the non-metallic end of the pole, strike any window on either top corner of the pane 4 or 5 times and the window will be pushed inside the car body. See Illustration 3.161

Illustration 3.161 Pantograph pole striking outside of emergency escape window.

CAUTION — Make sure no one is sitting or standing in front of window when using this procedure.

3.17 LOCATIONS OF FIRE EXTINGUISHERS

A chemical type "B" and "C" Fire Extinguisher is located on each Silverliner I car on the 'A' end of the car, inside the electrical locker.

3.2 SILVERLINER II

3.21 VESTIBULE DOORS

Vestibule doors on these cars are manually operated. To open a vestibule door from the inside of the car:

1. Ascertain that the engineer's seat is folded in the concealed position so that it is flush with the wall (if you are on the engineer's side.) (See Illustration 3.11 on page 12)
2. Grasp the flip-over handle (located halfway down the door frame) and move it upward so it is clear of the door. (see Illustration 3.12 on page 13)
3. Pull inward towards the center of the car on the small "T" handle mounted on the door until the door latches. (Latch is located at the top of the door.) (See Illustration 3.13 page 13)

To Open Vestibule Doors From the Outside of the Car:

1. If possible, ascertain that the engineer's seat is folded in the concealed position so that it is flush with the wall (if you are on the engineers side.) (See Illustration 3.11 on page 12)

NOTE: If the engineer's seat is down, you must go to another door where the seat is not down.

2. Grasp the flip-over handle (located halfway down the door frame) and move it upward so it is clear of the door. (see Illustration 3.14 on page 14)
3. Grasp the door handle (located on the door, adjacent to the flip-over handle) and move the door inwards towards the center of the car until it latches.

3.22 TRAP DOORS

Trap doors on the cars are also manually operated. After you have opened the vestibule door, you will see the steel trap door at your feet in front of you. If exit is to be made onto a surface even with the car floor (such as a high platform) the trap may be left lowered. If stepping down to a lever below the carbody is necessary, the trap must be raised.

The trap may be raised by:

1. Depressing the vertical release pin located approximately 1½ feet from the side of the car. This will release the trap, and it will spring upwards, latching on the opened vestibule door. Keep hands and fingers clear after depressing the release pin! (See Illustration 3.121 on page 14)

NOTE 1: It is possible that the control door may be in the open position so that it is covering the engineer's control door. Depressing this latch will release the trap in the same manner as described above. (See Illustration 3.122 on page 15)

NOTE 2: The vestibule door must first be opened in order to raise the trap door.

The trap may be lower by:

1. Pulling outward on the latch located on the side vestibule door at what is the "top" of the trap door. (See Illustration 3.123 on page 16)

NOTE: Before releasing latch, ensure that your feet are clear of the stepwell.

2. While pulling outward on this latch with one hand, pull the trap down with the grab iron bolted onto the trap with your hand.
3. Remove your hand from the grab iron, and push down on the trap.
4. Continue to push the trap downward until it latches at the vestibule floor.

NOTE: Because the trap is spring-loaded, it will offer resistance when being lowered. Remember to keep a firm hold on the trap.

3.23 CONTROL DOORS

In the event that passengers from a disabled train must be evacuated to another train ahead of or behind the disabled train, it will be necessary to operate the control doors. Control doors on the cars are manually operated.

To operate the control door:

1. Ascertain that the engineer's seat is folded into the concealed position so it is flush with the wall. (See Illustration 3.11 on page 12)
2. Make sure that the trap door is in the down position. (See Illustration 3.123 on page 16)
3. Face the door and unlatch the two flip-over latches found on the lefthand side of the door frame. (See Illustration 3.131 on page 17)
4. Pull the door open with the handle (mounted on the lefthand side of the door) and swing the door around to your right until it covers the engineers controls and latches shut. (See Illustration 3.132 on page 17)

3.24 CARBODY DOORS

Carbody doors on these cars are manually operated. To open the door:

1. Turn down on the door knob or lever and pull/push the door inward toward the center of the car until it latches. (These doors automatically shut when the engineer applies power.) (See Illustration 3.141 and 3.142 on page 18 respectively)
2. If for some reason the door will not stay latched open when the train is stopped, the door may be wedged open by inserting a ballast stone or a railroad track spike between the bottom of the door and the floor. (See Illustration 3.143 on page 18)

3.25 EMERGENCY EXIT WINDOW OPERATION

In the event of an emergency where evacuation of the car is necessary, but a door exit is not feasible, it may be necessary to exit via the emergency windows. (See Illustration 3.151 on page 19)

CAUTION — When exiting from train through the Emergency Exit Windows at other than high platform, be aware that there may be a 6 to 8 foot drop to the roadbed.

To remove the emergency windows:

1. Pull the red handle on the rubber filler strip out and remove the entire filler strip from around the window. (See Illustration 3.151 (a) on page 19)
2. Pull the second handle, bolted to the window, and pull the window out of the rubber glazing strip. (See Illustration 3.151 (b) on page 19)
3. Turn and push the window through the opening. the car may be exited through the opening (See Illustration 3.151 (c) on page 19)

3.26 EMERGENCY ENTRANCE INTO THE CAR

1. Remove the pantograph pole from its carrier mounted on the side of the car.

2. Using the non-metallic end of the pole, strike any window on either top corner of the pane 4 or 5 times and the window will be pushed inside the car body. (See Illustration 3.161 on page 20)

CAUTION — Make sure no one is sitting or standing in front of window when using this procedure.

3.27 LOCATIONS OF FIRE EXTINGUISHERS

A Chemical type "B" and "C" Fire Extinguisher is located on each Silverliner II car inside the 'A' end vestibule.

3.3 SILVERLINER III

3.31 VESTIBULE DOORS

Vestibule doors on these cars are manually operated. To open a vestibule door from the inside of the car:

1. Ascertain that the engineer's seat is folded in the concealed position so that it is flush with the wall (is you are on the engineers side.) (See Illustration 3.11 on page 12)

NOTE: Also located on the engineer's side is a door that enclosed the engineer into an operating compartment.

To open this compartment door if it is latched and closed:

A. Turn the brass latch located halfway down on the left-hand side of the compartment door.

B. Still holding onto the latch, pull the door compartment all the way to the right until it contacts the control door. See Illustration 3.311

Illustration 3.311 Opened compartment door.

C. To latch the compartment door against the control door, position the large hook at the top of the control door over the top of the compartment door. See Illustration 3.312

Illustration 3.312 Close up view of hook at top control door.

2. Next, proceed on so you are facing the side vestibule door and grasp the flip over handle (located halfway down the door frame) and move it upwards so it is clear of the door.

3. Pull inward towards the center of the car on the small "T" shaped handle mounted on the door until it latches. Latch is located on top of door. (see Illustration 3.13 on page 13)

To open a vestibule door from the outside of the car:

1. Ascertain that the engineer's seat is folded in the concealed position so that it is flush with the wall (if you are on the engineer's side.) (See Illustration 3.11 on page 12)

NOTE: If the engineer's seat is down, you must go to another door where the seats is not down.

2. Grasp the door handle (located halfway down the, door fram) and move it upwards so it is clear of the door. (See Illustration 3.14 on page 14)

3. Grasp the door handle (located on the door, adjacent to the flip-over handle) and move the door inwards toward the center of the car until it latches.

3.32 TRAP DOORS

Trap doors on the cars are also manually operated. After you have opened the vestibule door, you will see the steel trap door at your feet in front of you. If exit is to be made onto a surface even with the car floor (such as a high platform) the trap may be left lowered. If stepping down to a level below the carbody is necessary, the trap must be raised.

The trap my be raised by:

1. Depressing the vertical release pin located approximately 1½ feet from the side of the car. This will release the trap, and it will spring upwards, latching on the opening vestibule door. Keep hands and fingers clears after depressing the release pin! (See Illustration 3.121 on pages 14 & 15)

NOTE 1: It is possible that the control door may be in the open position so that it is covering the engineer's controls. If this is the case, there is a foot latch located in the center of the control door. Depressing this latch will release the trap in the same manner as described above. (See Illustration 3.122 on page 15)

NOTE 2: The vestibule door must first be opened in order to raise the trap door.

The trap may be lowered by:

1. Pulling outward on the latch located on the side vestibule door at what is the "top" of the trap door. (See Illustration 3.123 on page 16)

NOTE: Before releasing latch, ensure that your feet are clear of the stepwell.

2. While pulling outward on this latch with one hand, pull the trap down with the grab iron bolted onto the trap with your hand.
3. Remove your hand from the grab iron, and push down on the trap.
3. Continue to push the trap downward until it latches at the vestibule floor.

NOTE: Because the trap is spring-loaded, it will offer resistance when being lowered. Remember to keep a firm hold on the trap.

3.33 CONTROL DOORS

In the event that passengers from a disabled train must be evacuated to another train ahead or behind the disabled train, it will be necessary to open the control doors. Control doors are manually operated.

To operated the control door:

1 Check to see if the engineer's compartment door is latched against the control door. If this is the case, the compartment door may be moved by unhooking the large steel hook at the top of the control door and by moving this hook upwards so that it is clear of the compartment door.

2. The engineer's compartment door may then be moved out of the path of the control by moving it to your left until it latches. See Illustration 3.313

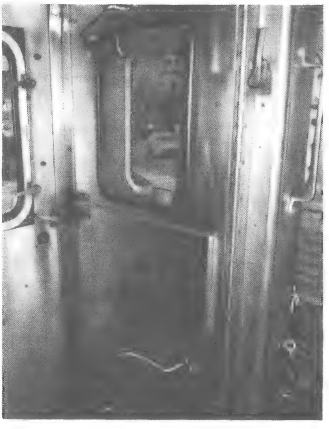


Illustration 3.313 Closed compartment door.

NOTE: To avoid injury, always move the compartment door by the brass latch.

3. Make sure that the trap door is in the down position. (See Illustration 3.123 on page 16)
4. Face the door and unlatch the flip-over latches found on the left-hand side of the door frame. (See Illustration 3.131 on page 17)
5. Pull the door with the handle (mounted on the left-hand side of the door) and swing the door around to the right. (See Illustration 3.132 on page 17)

3.32 CARBODY DOORS

Carbody doors on these car are manually operated.

To open the door:

1. Push down on the handle and pull/push the door inward toward the center of the car until it latches (these doors will automatically shut when the train starts.) (See Illustration 3.141 and 3.142 on page 18 respectively)

2. If for some reason the door will not stay latched open when the train is stopped, the door may be wedged open by inserting a ballast stone or a railroad track spike between the bottom of the door and the floor. (See Illustration 3.142 and 3.143 on pages 18 & 19)

3.35 EMERGENCY EXIT WINDOW OPERATION

In the event of an emergency where evacuation of the car is necessary, but a door exit is not feasible, if may be necessary to exit via the emergency windows. (See Illustration 3.151 on page 19) On these cars, there are four emergency exit windows per car. Two of these windows are located at each end of the car on opposite sides, and the other two are located an opposite sides at the center of the car. (See Illustration 3.152 on page 20)

CAUTION — When exiting from the train through the Emergency Exit Windows at other than high platform, be aware that there may be a 6 to 8 foot drop to the roadbed.

To remove the emergency windows:

1. Pull the red handle on the rubber filler strip out and remove the entire filler strip from around the window. (See Illustration 3.151a on page 19)

2. Pull the second handle, bolted to the window, and pull the window out of the rubber glazing strip. (See Illustration 3.151b on page 19)

3. Turn and push the window through the opening. The car may be exited through the opening. (See Illustration 3.151c on page 19)

3.36 EMERGENCY ENTRANCE INTO THE CAR

1. Remove the pantograph pole from its carrier mounted on the side of the car.

2. Using the non-metallic end of the pole, strike any window on either top corner of the pane 4 or 5 times and the window will be pushed inside the car body. (See Illustration 3.161 on page 20)

CAUTION — Make sure no one is sitting or standing in front of window when using this procedure.

3.37 LOCATIONS OF FIRE EXTINGUISHERS

A Chemical type 'B' and 'C' Fire Extinguisher is located on each Silverliner III car inside the coach on the 'A' end of the car.

3.4 SILVERLINER IV

3.41 VESTIBULE DOORS

NOTE: The following instructions are written for cars/trains that have power. If the car/train does not have power see the section entitled "Emergency Door Operation (No Power)" on page 29

The door control system on a train is operated from door control panels located in the vestibule of the "A" and "B" ends of each car. The door control panels on each side of the train control the doors on their respective sides.

Remember, the door control function is not trainlined on a mixed consist! It will only extend as far as the end of the last Silverliner IV before the first Silverliner II or III car.

1. Door opening procedure

   a. Make sure the "Door Motor Circuit" breakers located in the "B" end vestibule panels on the engineer's side are in the 'ON' position in each car. Also make sure the "Door Trainline Cutoff" switch located in the "B" end vestibule panels on the fireman's side is in the "Thru-On" Position. See Illustrations 3.411 and 3.412

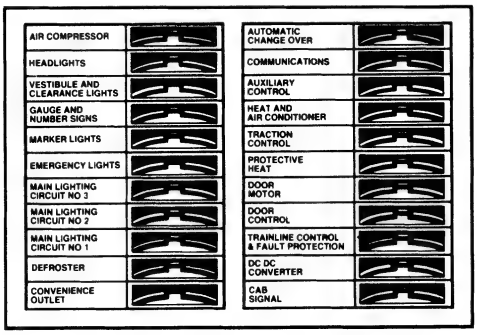


Illustration 3.411 Circuit breaker panel on 'B' end of car.

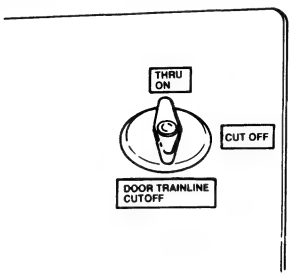


Illustration 3.412 Trainline panel on 'B' end of car

   b. Insert a coach key in door control panel on desired side of car. Turn key one quarter turn clockwise to activate the panel. See Illustration 3.413

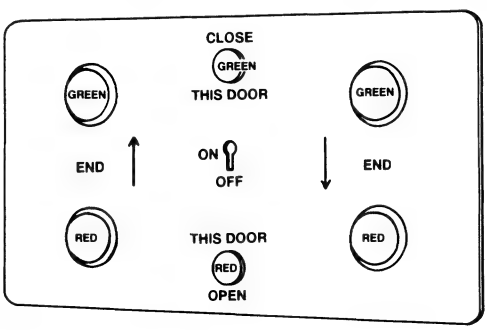


Illustration 3.413 Door control panel on ALL Silverliners IV cars.

c. When the train is stopped, crew members may open doors ahead of or to the rear of his position independently by momentarily pressing the appropriate 'OPEN' (red) push botton. (See Illustration 3.413 on page 27)

d. Crew members may open the door at which he is standing by pressing the 'OPEN THIS DOOR' push button.

e. If all 'OPEN' push buttons are pressed, all doors on that side of the train will open except the one at the operating cab on the engineer's side.

f. Door at the operating cab, with control plug in, can be opened only by using 'OPEN THIS DOOR' push button in that door control panel.

2. Door closing procedure

a. Press the appropriate 'CLOSE' (green) buttons. A passenger warning bell will sound for two seconds. The doors will start to close one second later. The bell will not sound at the door from which the controls are being operated. (See Illustration 3.413 on page 27)

b. Doors may be closed from any activiated door control panel on the appropriate side of the train.

3. Low level (trap) door operation. (platform at ground level)

To open, train stopped:

a. At each door which is desired open, insert a coach key in the door control panel and turn on 'ON'. (See Illustration 3.413 on page 27)

b. Press 'OPEN THIS DOOR' push button. That door will open. Remove key.

c. Lift and latch trap door. (See Illustration 3.121 on page 14)

NOTE: If key is removed when trap is closed, the vestibule door will close automatically when train speed reaches 3 mph.

To open, train moving:

a. At each door which is desired open, insert a coach key in the door control panel and turn on 'ON'. (See Illustration 3.413 on page 27)

b. Press 'OPEN THIS DOOR' push button. This door will open. With key still in door control panel and turn to 'ON'. Lift and latch trap door.

c. Turn coach key in door control panel to 'OFF' and remove key.

To close, train stopped:

a. Lower all trap doors on doors to be closed.

b. Close all doors from an appropriate door control panel. Remove key.

To close, train moving:

At each door which is desired closed:

a. Lower trap door.

b. Door will automatically close.

NOTE: There is no warning bell or time delay for "THIS DOOR".

4. Door operator motor cutout switch

A door operator motor 'ON/OFF' switch mounted directly on each door operator permits the door motor to be cut out if necessary. On some cars a red reset button is built into the top part of the motor. To reset, momentarily press the button. Door trainlines are still active when this switch is used to cut out the faulty door control. See Illustration 3.414

Illustration 3.414 Door Operator Motor location and switch.

5 a. Local door open indicating lights. A red light is mounted outside of each side of the car to the rear of the cab, above the windows. The indicating lights may be seen from both ends of the train. The indicating lights on a car are lit when any vestibule door on that car is not fully closed. These indicating lights will not be lit when a door is open and the low level trap door is latched up.

b. End door closed light. This light is active in all cabs in the train. When lit, it indicates all side entrance doors are closed. The light has a white lens and an adjustable shutter to regulate lamp brilliance. It has a press-to-test feature to see if the lamp is good. See Illustration 3.415

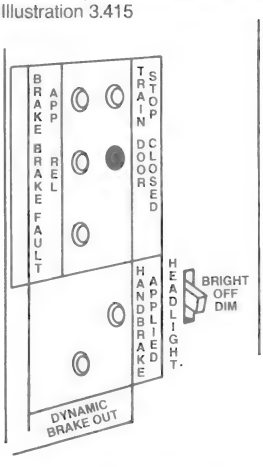


Illustration 3.415 End door closed light.

Emergency Door Operation (No Power)

In the event that a Silverliner IV (GE) car is without power, the doors still may be operated manually. In order to manually open the doors:

1. Proceed to one of the four end corners of the car, where the small facing seats are located. On the sides of the car, directly above where the cross seats are located is a simulated wood covered pane measuring approximately 2 x 3 feet. Open this pane by inserting a pencil all the way into the hole on the left hand side of the panel. See Illustration 3.416

Illustration 3.416 Opening door access panel

2. At the same time, pull the panel open by the handle.
3. Once the panel is open, place the toggle switch to 'Bypass' position, move the red handle downward to the "unlock" position. This will release the side vestibule door and open it about 2-3 inches. The door may then be manually opened by pushing the door towards the center of the car. (See Illustratsion 3.414 on page 29)

NOTE 1: If the door can not be moved manually, check the position of the white lever above the door operator. The lever should be in the vertical (up and down) position and fasten with a cotter pin or screw. If the lever is not position, move it to the vertical position. See Illustration 3.417

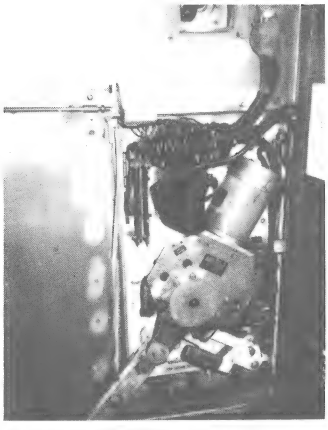


Illustration 3.417 Door access panel. Close-up view.

NOTE 2: These instructions are also attached inside the door panel.

3.42 TRAP DOOR

Trap doors on the cars are manually operated. After you have opened the vestibule door, you will see the steel trap door at your feet in front of you. If exit is to be made onto a surface even with the car floor (such as high platform) the trap may be left lowered. If stepping down to a level below the carbody is nescessary, the trap must be raised.

The trap may be raised by:

1. Depressing the release pin located approximately 1½ feet from the side of the car. This will release the trap, and it will spring upwards, latching on the opening vestibule door. Keep hands and fingers clear after depressing the release tab. (See Illustration 3.121 on page 14)

NOTE 1: It is possible that the control door may be in the open position so that it is covering the engineer's controls. If this is the case, the same manner as described above. (See Illustration 3.122 on page 15)

NOTE 2: The vestibule must be first opened in order to raise trap door.

The trap may be lowered by:

NOTE: Before releasing latch, ensure that your feet are clear of the stepwell.

2. While pulling outward on this latch with one hand, pull the trap door with the grab iron bolted onto the trap with your other hand.
3. Remove your hand from the grab iron, and push down on the trap.
4. Continue to push the trap downward until it latches at the vestibule floor.

NOTE: Because the trap is spring loaded, it will offer resistance when being lowered. Remember to keep a firm hold on the trap.

3.43 CONTROL DOORS

In the event that passengers from a disabled train must be evacuated to another train ahead or behind the disabled train, it will be necessary to operate the control doors. Control doors on the cars are manually operated.

To operate the control door:

1. Ascertain that the engineer's seat is folded into the concealed position so it is flush with the wall. (See Illustration 3.11 on page 12)
2. Make sure the trap door is in the down position. (See illustration 3.131 on page 17)
3. Face the door and unlatch the two flip-over latches found on the left hand side of the door frame.
4. Pull the door open with the handle (mounted just below the control door window) and swing around to your right until it covers the engineer's controls and latches shut. (See Illustration 3.132 on page 17)

3.44 CARBODY DOORS

Carbody doors on these cars are manually operated.

To open the door:

1. Push down the door handle and pull/push door inward toward the center of the car until it latches (these doors will automatically shut when the train starts. (See Illustration 3.141 and 3.142 on page 18)
2. If for some reason the door will not stay latched open when the train is stopped, the door may be wedged open by inserting a ballast stone or a railroad spike between the bottom of the door and the floor. (See Illustration 3.143 on page 18)

3.45 EMERGENCY EXIT WINDOW OPERATION

In the event of an emergency where evacuation of the car is necessary, but a door exit is not feasible, it may be necessary

to exit via the emergency windows. (See Illustration 3.151 on page 19) On these cars, there are four emergency exit windows per car. Two of these windows are located at each end of the car on opposite sides, and the other two are located an opposite sides at the center of the car (See Illustration 3.152 on page 20)

CAUTION — When exiting from train through the Emergency Exit Windows at other than high platform, be aware that there may be a 6 to 8 foot drop to the roadbed.

To remove the emergency window:

1 Pull the red handle on the rubber filler strip out and remove the entire filler strip from around the window. (See Illustration 3.151 (a) on page 19)

2. Pull the second handle, bolted to the window, and pull the window out of the rubber glazing strip. (See Illustration 3.151 (b) on page 19)

3. Turn and push the window through the opening. The car may be exited through the opening. (See Illustration 3.151 (c) on page 19)

3.46 EMERGENCY ENTRANCE INTO THE CAR

1. Remove the pantograph pole from its carrier mounted on the side of the car.

2. Using the non-metallic end of the pole, strike any window on either top corner of the pane 4 or 5 times and the window will be pushed inside the car body. (See Illustration 3.161 on page 20)

CAUTION — Make sure no one is sitting or standing in front of window when using this procedure.

3.47 LOCATION OF FIRE EXTINGUISHERS

A chemical type "B" and "C" Fire Extinguisher are located on each Silverliner IV car located in the 'B' end vestibule.

3.5 RER CARS (READING "BLUE CARS")

3.51 VESTIBULE DOORS

Vestibule doors on these cars are manually operated. To open a vestibule door from the inside of the car on the engineer's side:

1. Ascertain that the engineer's seat is folded in the concealed position so that it is flush with the wall. See Illustration 3.511

Illustration 3.511 Engineer's seat in opened and concealed position (continue)

Illustration 3.511 Engineer's seat in opened and concealed position

2. Facing the vestibule door, grasp and turn the "T" shaped handle located halfway down on the left-hand side of the door.
3. Pull the door via this handle towards the center of the car until it latches. (Latch is located at top of door.) See Illustration 3.512

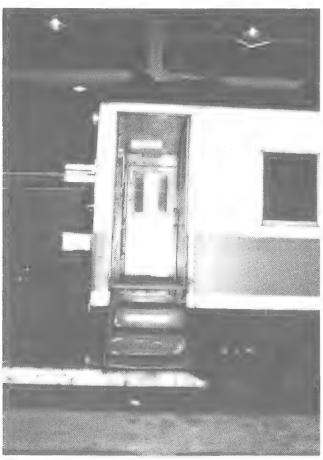


Illustration 3.512 Opened vestibule door on Blue Cars.

To open vestibule door on the fireman's side from the inside of the car

1. Facing the vestibule door, grasp the turn the "T" shaped handle located halfway down on the right-hand side of the door.
2. Pull the door via this handle towards the center of the car until it latches.

NOTE: **Doors on some of the cars are equipped on the fireman's side with a flipover latch which is mounted halfway down the door frame on the right-hand side. Mounted adjacent to the flip-over latch is a small "T" shaped handle.**

To open the fireman's side door with flip-over latches from the inside of the car:

1 Grasp the flip-over handle located to the right of the door and move upwards so it is clear of the door.

2. Pull the door via the "T" shaped handle towards the center of the car until it latches.

To open a vestibule door from the outside of the car or the engineer's side:

1. If possible, ascertain that the engineer's seat is folded in the concealed position so that it is flush with the wall. (See Illustration 3.511 on pages 32 & 33)

NOTE: **If the engineer's seat is down, you must go to another door where the seat is not down.**

2. Facing the door, grasp and turn the steel handle located halfway down the door on the right-hand side.

3. Push the door inward, toward the center of the car until it latches. (See Illustration 3.512 on page 33)

To open a vestibule door from the outside of the car or the fireman's side:

1. Grasp and turn the steel handle located halfway down the door on the lefthand side. See Illustration 3.513

Illustration 3.513 Closed vestibule door.

2. Push the door inward toward the center of the car until it latches.

3.52 TRAP DOOR

Trap doors on the cars are also manually operated. After you have opened the vestibule door, you will see the steel trap door at your feet in front of you. If exit is to be made onto a surface even with you (such as a high platform) the trap may be left lowered. If stepping down to a level below the carbody is necessary, the trap must be raised.

The trap may be raised by:

1. Depressing the vertical release pin located approximately 1½ feet from the side of the car. This will release the trap, and it will spring upwards, latching on the opened vestibule door. Keep hands and fingers clear after depressing the release pin! See Illustration 3.514

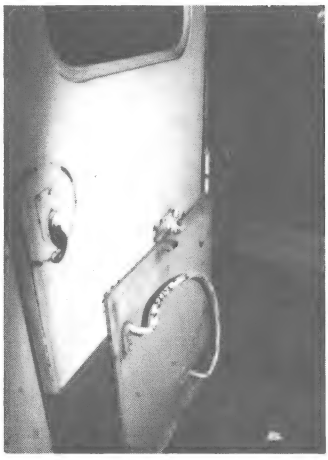


Illustration 3.514 Raised trap door.

NOTE 1: It is possible that the control door may be in the open position so that it is covering the engineer's controls. If this is the case, there is a foot latch located in the center of the control door. Depressing this latch will release the trap in the same manner as described above.

NOTE 2: The vestibule door must first be opened in order to raise the trap door.

The trap may be lowered by:

NOTE: Before releasing latch, ensure that your feet are clear of the stepwell.

1. Pulling outward on the latch located on the side vestibule door at what is the "top" of the trap door. See Illustration 3.515

Illustration 3.515 Closed trap door.

2. While pulling outward on this latch with one hand, pull the trap down with the grab iron bolted onto the trap with your other hand.
3. Remove your hand from the grab iron, and push down on the trap.
4. Continue to push the trap downward until it latches at the vestibule floor.

NOTE: Because the trap is spring-loaded, it will offer resistance when being lowered. Remember to keep a firm hold on the trap.

3.53 CONTROL DOORS

In the event that passengers from a disabled train must be evacuated to another train ahead of or behind the disabled train, it will be necessary to operate the control doors. Control doors on the cars are manually operated.

To operate the control door:

1 Ascertain that the engineer's seat is folded into the concealed position so it is flush with the wall. (See Illustration 3.511 on pages 32 & 33)

2. Make sure that the trap door is in the down position. (See Illustration 3.515 on page 35)

3. Make sure that the engineer's side vestibule door is in the closed position. (The control door will not close if the vestibule door is open.)

4. Face the door and unlatch the two flip-over latches found on the lefthand side of the door frame.

5. Turn the brass dead bolt to retract the bolt. (Located on the left between the flip-over latches.)

NOTE: Not all cars are so equipped.

6. Pull the door open with the handle (mounted on the lefthand side of the door) and swing the door around to your right until it covers the engineer's controls and latches shut.

3.54 CARBODY DOORS

Carbody doors on these cars are manually operated. To open the door:

1. Turn down on the door knob or lever and pull/push the door inward toward the center of the car until it latches. (These doors automatically shut when the engineer applies power.) See Illustration 3.516

Illustration 3.516 Closed carbody door.

2. If for some reason the door will not stay latched open when the train is stopped, the door may be wedged open by inserting a ballast stone or a railroad track spike between the bottom of the door and the floor. See Illustration 3.517

Illustration 3.517 Opened carbody door using ballast stone or railroad spike to keep it opened.

3.55 EMERGENCY EXIT THROUGH WINDOWS

In the event of an emergency where evacuation of the car is necessary, but a door exit is not feasable, it may be necessary to exit the car via a window. On cars that are equipped with opening/closing clips may be opened and used as an emergency exit. See Illustration 3.551

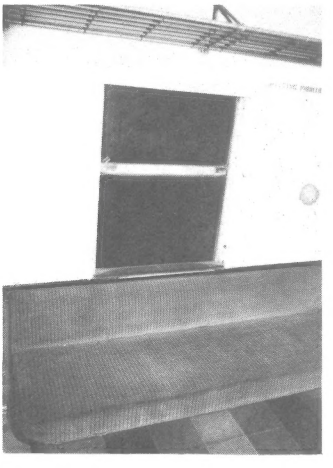


Illustration 3.551 Using the windows as emergency exits on Blue Cars

CAUTION — **When exiting from the train using the windows as emergency exits at other than high platforms, be aware that there may be a 6 to 8 foot drop to the roadbed.**

3.56 LOCATIONS OF FIRE EXTINGUISHERS

A Chemical type "B" and "C" Fire Extinguisher is located on each Blue Car in the 'A' end vestibule.

3.6 GP-9 DIESEL LOCOMOTIVE

3.61 ENTRY/EXIT DOORS

Entry to the cab area can be made through either the forward cab door or the rear cab door. Both doors have latch type handles which are turned one-quarter turn clockwise to open the door. See Illustration 3.611

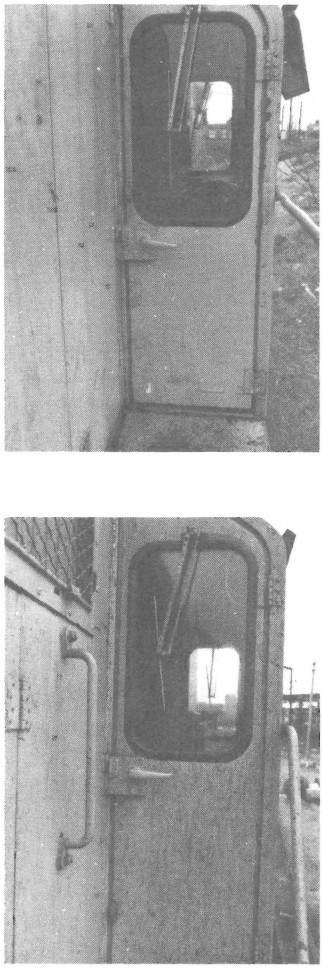


Illustration 3.611 Front door and rear door exit on GP-9 Locomotive

NOTE: In an emergency when it is not possible to use either exit door, the bay window on either side of the cab may be used to exit the cab area.

CAUTION — When exiting from the engine through any bay window, be aware that there may be a 10 to 12 foot drop to the roadbed.

3.7 SW-7 DIESEL LOCOMOTIVE

3.71 ENTRY/EXIT DOORS

Entry to the cab can be made through either the forward cab door or the rear cab door. Both doors have latch type handles which are turned one-quarter turn clockwise to open the door. See Illustration 3.711

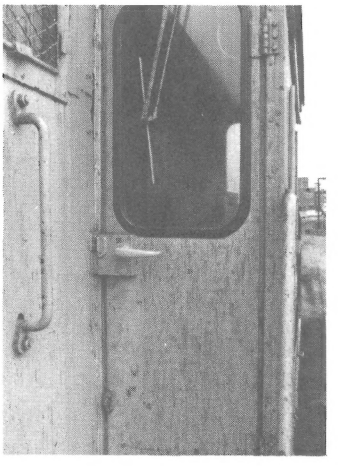


Illustration 3.711 Front door exit on SW-7 Locomotive

NOTE: In an emergency when it is not possible to use either exit door, the bay window on either side of the bay may be used to exit the cab area.

CAUTION — When exiting from the engine through any bay window, be aware that there may be a 10 to 12 foot drop to the roadbed.